

students who are enrolled in an undergraduate program on less than a full-time basis shall similarly apply to students who are enrolled in an eligible job training program at an eligible institution of higher education on less than a full-time basis.

“(7) SAME PAYMENT PERIOD.—No student may for the same payment period receive both a job training Federal Pell Grant under this subsection and a Federal Pell Grant under this section.

“(8) INTERAGENCY DATA SHARING AND DATA COLLECTION.—

“(A) INTERAGENCY DATA SHARING.—The Secretary shall coordinate and enter into a data sharing agreement with the Secretary of Labor to ensure access to data necessary to implement this paragraph, including such data related to indicators of performance collected under section 116 of the Workforce Innovation and Opportunity Act (29 U.S.C. 3141).

“(B) DATA ON ELIGIBLE JOB TRAINING PROGRAMS.—Except as provided under subparagraph (C), each institution of higher education offering an eligible job training program for which the Secretary awards job training Federal Pell Grants under this subsection, the Secretary shall, on at least an annual basis, collect and publish data with respect to each such eligible job training program, including the following:

“(i) The number and demographics of students who enroll in the program, including, at a minimum, disaggregated by—

“(I) sex;

“(II) race and ethnicity;

“(III) classification as a student with a disability;

“(IV) income quintile, as defined by the Secretary;

“(V) recipients of assistance under a tuition assistance program conducted by the Department of Defense under section 1784a or 2007 of title 10, United States Code (or other authorities available to the Department of Defense), or status as a veteran;

“(VI) status as a first-time student or transfer student from another institution;

“(VII) status as a first-generation student;

“(VIII) status as parent or guardian of 1 or more dependent children; and

“(IX) status as a confined or incarcerated individual, as defined under section 484(t)(1)(A).

“(ii) The number and demographics, disaggregated by the categories listed in clause (i), including, at a minimum, of—

“(I) students who complete the program; and

“(II) students who do not complete the program.

“(iii) The required tuition and fees of the program.

“(iv) The earnings of students, disaggregated by the categories listed in clause (i), including, at a minimum—

“(I) total earnings of students who complete the program; and

“(II) total earnings of students who do not complete the program.

“(v) Additional outcomes of the students who complete the program, disaggregated by the categories listed in clause (i), including, at a minimum—

“(I) the completion rate of such students;

“(II) the percentage of such students placed or retained in employment, measured at not less than 6 months and 1 year, respectively, after completion of the program;

“(III) in the case of a job training program that prepares students for a professional license or certification exam, the share of such students who pass such exams;

“(IV) the share of such students who continue enrollment at the institution of higher education offering the program within 1 year;

“(V) the share of such students who transfer to another institution of higher education within 1 year; and

“(VI) the share of such students who complete a subsequent certificate or degree program within 6 years.

“(C) EXCEPTIONS.—Notwithstanding any other provision of this paragraph—

“(i) if disclosure of disaggregated data under subparagraph (B) is prohibited from disclosure due to applicable privacy restrictions, the Secretary may take such steps as the Secretary determines necessary to provide meaningful disaggregated student demographic or outcome information, including by combining categories; and

“(ii) an institution may submit, and the Secretary may publish, data required to be collected under subparagraph (B) that is obtained through a State Unemployment Insurance Agency or through other supplemental means, in lieu of any additional data collection, provided that such data are statistically rigorous, accurate, comparable, and representative.

“(D) REPORT.—Not later than July 1, 2025, the Secretary shall—

“(i) submit to the Committee on Health, Education, Labor, and Pensions of the Senate and the Committee on Education and Labor of the House of Representatives a report on the impact of an eligible job training program for which the Secretary awards job training Federal Pell Grants under this subsection, based on the most recent data collected under subparagraph (B); and

“(ii) make the report described in clause (i) available publicly on the website of the Department.”.

(2) EFFECTIVE DATE.—The amendment made by paragraph (1) shall take effect as if included in section 703 of the FAFSA Simplification Act (title VII of division FF of Public Law 116-260).

(e) WORKFORCE INNOVATION AND OPPORTUNITY ACT AMENDMENT.—Section 116(i) of the Workforce Innovation and Opportunity Act (29 U.S.C. 3141(i)) is amended by adding at the end the following:

“(4) INTERAGENCY DATA SHARING FOR JOB TRAINING FEDERAL PELL GRANT PROGRAM.—The Secretary of Labor shall coordinate and enter into a data sharing agreement with the Secretary of Education to ensure access to data necessary to implement section 401(k) of the Higher Education Act of 1965 (20 U.S.C. 1070a(k)), as added by section 13011 of the Infrastructure Investment and Jobs Act, including such applicable data related to unemployment insurance, wage information, employment-related outcomes, and indicators of performance collected under this section.”.

(f) ACCREDITING AGENCY RECOGNITION OF ELIGIBLE JOB TRAINING PROGRAMS.—Section 496(a)(4) of the Higher Education Act of 1965 (20 U.S.C. 1099b(a)(4)) is amended—

(1) in subparagraph (A), by striking “and” after the semicolon;

(2) in subparagraph (B)(ii), by inserting “and” after the semicolon; and

(3) by adding at the end the following:

“(C) if such agency or association has or seeks to include within its scope of recognition the evaluation of the quality of institutions of higher education participating in the job training Federal Pell Grant program under section 401(k), such agency or association shall, in addition to meeting the other requirements of this subpart, demonstrate to the Secretary that, with respect to such eligible job training programs (as defined in that subsection)—

“(i) the agency or association’s standards include a process for determining if the institution has the capability to effectively offer an eligible job training program; and

“(ii) the agency or association requires a demonstration that the program—

“(I) has identified each recognized postsecondary credential offered in the relevant industry in the State or local area where the industry is located; and

“(II) provides academic content, an amount of instructional time, and competencies to satisfy any applicable educational requirement for professional licensure or certification, so that a student who completes the program and seeks employment is qualified to take any licensure or certification examination needed to practice or find employment in the sectors or occupations that the program prepares students to enter.”.

(g) RESCISSION.—Of the amounts appropriated under section 401(b)(7)(A)(iv)(XI) of the Higher Education Act of 1965 (20 U.S.C. 1070a(b)(7)(A)(iv)(XI)) for fiscal year 2021, \$120,000,000 are rescinded.

(h) EFFECTIVE DATE.—Except as otherwise provided, this section and the amendments made by this section shall take effect on the date of enactment of this Act.

SA 2142. Mr. MARKEY (for himself and Ms. WARREN) submitted an amendment intended to be proposed by him to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. —. NORTH ATLANTIC RAIL INTERSTATE COMPACT.

(a) IN GENERAL.—Chapter 249 of title 49, United States Code, is amended by inserting after section 24905 the following:

“§ 24905A. North Atlantic Rail Interstate Compact; North Atlantic Rail Network

“(a) NORTH ATLANTIC RAIL INTERSTATE COMPACT.—

“(1) ESTABLISHMENT.—Not later than 180 days after the date of the enactment of this section, the Secretary of Transportation shall appoint a director for the North Atlantic Rail Interstate Compact (referred to in this section as the ‘Compact’) in collaboration with states identified in paragraph (2)(A).

“(2) BOARD OF DIRECTORS.—

“(A) COMPOSITION.—The Compact shall be governed by a board of directors, which shall be composed of directors, of whom—

“(i) 2 directors shall be appointed by the Secretary of Transportation;

“(ii) 1 director shall be appointed by the Chief Executive Officer of Amtrak;

“(iii) 2 directors shall be appointed by the Governor of Connecticut;

“(iv) 2 directors shall be appointed by the Governor of Maine;

“(v) 2 directors shall be appointed by the Governor of Massachusetts;

“(vi) 2 directors shall be appointed by the Governor of New Hampshire;

“(vii) 2 directors shall be appointed by the Governor of New York;

“(viii) 2 directors shall be appointed by the Governor of Rhode Island; and

“(ix) 2 directors shall be appointed by the Governor of Vermont.

“(B) TERM; QUALIFICATIONS.—Of the individuals appointed pursuant to each of the clauses (iii) through (ix) of paragraph (1)—

“(i) 1 shall be the head of the respective State department of transportation; and

“(ii) the other director appointed by the respective governor—

“(I) shall serve for a 5-year term;

“(II) shall be a resident of the appointing governor’s State;

“(III) may not be an employee of the government of such State; and

“(IV) shall be an expert in transportation policy, finance, public policy, planning or a related discipline associated with the purpose and mission of the Compact.

“(C) NO COMPENSATION.—Directors shall serve without pay, but shall receive travel expenses, including per diem in lieu of subsistence, in accordance with applicable provisions of subchapter I of chapter 57 of title 5, United States Code.

“(3) PURPOSE.—The purpose of the Compact shall be to construct, on an accelerated basis, a North Atlantic Rail Network in order—

“(A) to provide clean, safe, coordinated and efficient high-speed and high-performance passenger rail transportation in the 7-State North Atlantic Rail Network region; including the improvement of existing intercity passenger rail services;

“(B) to reduce carbon emissions from auto and air transportation in such region in order to meet the greenhouse gas performance targets established under section 150(d) of title 23; and

“(C) to provide employment opportunities and economic development in the cities and regions served by a North Atlantic Rail Network.

“(4) STAFFING.—The directors and officers of the Compact may appoint and fix the pay of such personnel, as they consider necessary and appropriate, to advance the design and construction of a North Atlantic Rail Network.

“(5) COORDINATION.—The Compact, in designing and constructing a North Atlantic Rail Network, shall coordinate and cooperate with—

“(A) the Secretary of Transportation;

“(B) the Northeast Corridor Commission;

“(C) Amtrak;

“(D) State departments of transportation, regional transportation authorities, and other State-established entities, responsible for the provision of passenger rail in the North Atlantic Rail Network region; and

“(E) freight railroads that host passenger trains or operate freight trains over passenger rail lines within the territory.

“(b) NORTH ATLANTIC RAIL NETWORK.—

“(1) CREATION.—Notwithstanding the existing service along the Northeast Corridor, the Compact shall construct a North Atlantic Rail Network, which may include—

“(A) additional high-speed rail service between Boston and New York;

“(B) a high-performance network of intercity passenger rail transportation throughout the 7-State region; and

“(C) an integrated network of metropolitan passenger rail transportation coordinated with the high-speed rail service referred to in subparagraph (A).

“(2) AUTHORIZATIONS.—The Compact shall have the same authorities provided to interstate compacts in section 410 of the Amtrak Reform and Accountability Act of 1997 (49 U.S.C. 24101 note), including—

“(A) receiving appropriations—

“(i) to plan, design, engineer, and acquire property (including railroad rights-of-way);

“(ii) to conduct competitive procurements;

“(iii) to enter into construction contracts;

“(iv) to form project labor agreements; and

“(v) to construct a North Atlantic Rail Network;

“(B) utilizing all design-build and other alternative procurement policies and practices approved by the Department of Transportation;

“(C) utilizing existing authorities to expedite reviews for infrastructure investment within existing rights of way under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

“(D) contracting with Amtrak, State departments of transportation, or related operating entities within the 7-State North Atlantic Rail Network region to design or construct elements of a North Atlantic Rail Network.

“(3) COMMENCEMENT OF OPERATIONS.—The Compact shall commence operations and be eligible for appropriated funding in any State that has ratified the Compact, upon the ratification of a minimum of 2 states of the Compact.

“(4) RESPONSIBILITIES.—If a State department of transportation or its related operating entity owns the right-of-way for a rail line segment within a North Atlantic Rail Network, such department or entity shall be responsible for the design and construction of improvements on such segment of a North Atlantic Rail Network.

“(5) WORK PERFORMED ON RIGHT-OF-WAY.—Notwithstanding paragraph (2)(D), all work done in existing rail right-of-way shall be performed only in accordance with the rail collective bargaining agreements applicable to work performed on such right-of-way.”

(b) CLERICAL AMENDMENT.—The analysis for chapter 249 of title 49, United States Code, is amended by inserting after the item relating to section 24905 the following:

“24905A. North Atlantic Rail Interstate Compact; North Atlantic Rail Network.”

(c) SUNSET.—Upon the earlier of the completion of the construction of all of the elements of a North Atlantic Rail Network created pursuant to subsection (b)(1) of section 24905A of title 49, United States Code, as added by this Act, or the date that is 20 years after the date of the enactment of this Act—

(1) the North Atlantic Rail Interstate Compact established pursuant to subsection (a)(1) of such section shall be dissolved; and

(2) the assets of the North Atlantic Rail Interstate Compact shall be transferred to Amtrak.

SA 2143. Mr. Kaine submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

On page 203, strike line 17 and insert the following:
the project is located on a Federal-aid highway.

“(t) STATE OF GOOD REPAIR.—

“(1) IN GENERAL.—The Secretary shall not approve any project funded, in whole or in part, with funds apportioned pursuant to section 104(b) that will result in new through travel lanes for single occupancy vehicles, excluding auxiliary lanes and high occupancy vehicle toll lanes pursuant to section 166, unless the State or project sponsor—

“(A) has demonstrated progress in achieving a state of good repair as required by the State’s asset management plan under section 119(e) of this title;

“(B) demonstrates that the project—

“(i) supports the achievement of performance targets of the State established under section 150; and

“(ii) is more cost effective, as determined by benefit-cost analysis, than—

“(I) an operational improvement to the facility or corridor;

“(II) the construction of a public transportation project eligible for assistance under chapter 53 of title 49; and

“(III) the construction of a non-single occupancy passenger vehicle project that improves freight movement; and

“(C) has a public plan for maintaining and operating the new asset while continuing progress of the State or project sponsor in achieving a state of good repair under subparagraph (A).

“(2) BENEFIT-COST ANALYSIS.—In carrying out paragraph (1)(B)(ii), the Secretary shall establish a process for analyzing the cost and benefits of projects under that paragraph, ensuring that—

“(A) the benefit-cost analysis includes a calculation of all the benefits addressed in the performance measures established under section 150;

“(B) the benefit-cost analysis includes a consideration of the total maintenance cost of an asset over the lifecycle of the asset; and

“(C) the State demonstrates that any transportation demand modeling used to calculate the benefit-cost analysis is based on retrospective analysis of the accuracy of past forecasting and calibration to real-world conditions or has a documented record of accuracy.

“(3) SAVINGS CLAUSE.—The provisions of this subsection shall not apply to any project that is fully funded in an adopted State transportation improvement program as of the date of enactment of this subsection.”

SA 2144. Mr. WICKER submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

On page 2160, between lines 17 and 18, insert the following:

(F) The eligible entity has demonstrated that the middle mile infrastructure will connect historically black colleges and universities and minority service institutions with other such colleges, universities, and institutions for collaboration and resource sharing.

SA 2145. Mr. WICKER submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

Beginning on page 2173, strike line 24 and all that follows through page 2174, line 11, and insert the following:

“(A) IN GENERAL.—A participating provider shall allow an eligible household to apply the affordable connectivity benefit to any internet service offering of the participating provider at the same terms available to households that are not eligible households.

SA 2146. Mr. WICKER submitted an amendment intended to be proposed to